



## INTIMATIONS

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CLES only after testing the sight.

## ADVICE FREE.

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(Room No. 139). [286]

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## A. S. WATSON &amp; CO., LIMITED.

## THE HONGKONG DISPENSARY.

Hongkong, 28th November, 1896. [28]

NOTICE TO CORRESPONDENTS  
Our communications relating to the news column  
and other parts of the paper should be addressed to the Editor, not  
to publication, but as evidence of good faith,  
a communication should be written on one  
side of the paper only.

No previously signed communications that have  
already appeared in other papers will be inserted.

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BIRTH.—On the 26th November, at the Peak Hospital, the  
wife of Captain W. B. CLARKE, of the daughter. [274]

The Daily Press.  
HONGKONG, NOVEMBER 28th, 1896.

We are afraid the memorandum of the un-  
official members of the Legislative Council  
on the military contribution is not calculated  
to advance the interests of the colony. In  
serious controversy nothing can be gained  
by attributing to an adversary statements or  
arguments he never made use of and then  
proceeding to attack them. This, however,  
is what the unofficial members have done,  
unintentionally of course, though it is  
difficult to understand how the Secretary  
of State's despatch could have been misread.

They say in the fourth paragraph of their  
memorandum:—"As this decision of the  
Secretary of State means practically that  
no matter however successful we may be  
in effecting economies in our expenditure,  
we will never be allowed to reduce the  
taxation or diminish the gross revenue  
raised in the colony, so to affect the

"amount of the Military Contribution, or  
in other words, that although the amount  
of our Military Contribution may increase  
with every increase in our revenue, it will

"never be allowed to diminish in proportion  
to any decrease in that revenue, we formally  
protest against it as unreasonable and un-  
just." Mr. CHAMBERLAIN never said anything  
of the kind attributed to him in the  
latter part of this paragraph. What Mr.  
CHAMBERLAIN said was that the 17th cent  
year, payable as military contribution must  
be levied on the whole revenue, including  
municipal revenue, and that if any portion  
of the revenue was exempted it would be  
become necessary to reconsider the percentage  
to be levied on the remainder. If the  
revenue as a whole declined owing to de-

pression in trade, the amount of the  
post-created simply for the purpose of

military contribution would automatically  
decline with it, and there is no warrant for  
saying that the home Government would  
increase the percentage to make up the  
deficiency. Whether the colony would be  
allowed to reduce the amount of the military  
contribution by reducing taxation is another  
question, but there is unfortunately no  
prospect of a reduction in taxation, the  
tendency being all the other way, it is  
hardly worth discussing the matter from  
that point of view. Taking the revenue on  
the present basis of taxation, the amount  
payable as military contribution will rise or  
fall in proportion as the revenue rises or  
falls, for it is now levied as a fixed per-  
centage. It is inequitable and oppressive  
that the municipal revenue should have to  
contribute to the military contribution, and  
some irritation or the part of the unofficial  
members and the community is excusable,  
but matters will not be mended, but rather  
worsened, by attributing to the Secretary  
of State's despatch he has never made.

After a long and carefully conducted en-  
quiry the Coroner's jury have come to the  
conclusion that Tono Wong, a pupil of the  
Diocesan School, did not die as the result  
of a blow dealt by Mr. RALPH, his teacher,  
but as the result of an accidental fall.  
There can be no dispute, we think, about  
the justice of this finding. Mr. RALPH  
has, by the verdict of the jury, been properly  
exonerated from blame, and we fail to see  
how any other verdict could have been re-  
turned. There was not a little of evidence  
against him, and none of the witnesses could  
say that they had seen Mr. RALPH hit a  
single one of the pupils on the head with a  
pointer or stick. The deceased boy, it is  
true, twice laid while in the hospital, and a  
few hours before his death, that he had  
been struck on the head by Mr. RALPH,  
the Chairman, who was peculiar. In the first  
place he threw doubts on the character  
of the demand for a reduction, which he  
said was not a real one. The Chinese in-  
termEDIaries, he contended, did not want a  
reduction, because it would lower the com-  
mission earned by them; the lowering of  
the duty, or even its total abolition, would  
not lead to an increase in the trade; it  
was the deficit in the revenue that would have to be  
made up by other taxes on trade; and  
the only result would be to benefit the  
Chinese merchants of Hongkong and Mactan.  
He therefore declared his intention of  
voting against the proposed reduction, while  
demanding that the attention of the Govern-  
ment should be devoted to the amelioration  
of the means of communication with Lackey.  
"When," he said, "in consequence of this  
amelioration the transit trade shall have  
attained such proportions that this liberal  
measure may be adopted without incon-  
veniences to local trade, I will vote for it  
with pleasure."

We find it difficult to follow the arguments  
of the Haiphong Chamber, for there can be  
no doubt that heavy transit dues must  
operate as restraint on trade, and one of the  
chief reasons alleged for the French occupa-  
tion of Tonkin was to secure control over  
what was intended to be the best route to  
South-West China and to stimulate the transit  
trade. Whatever course may ultimately  
be adopted with reference to the proposed  
reduction of the duty, it would seem that  
the Government has seen reason to dis-  
approve of the manner in which the  
Customs Service has been administered  
and certainly not to box a boy's ears, which  
is a harsh and stupid form of punishment,  
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teacher is irritated. The Education Depart-  
ment in England, as Mr. RALPH said in  
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teacher competent to administer corporal  
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In many, and perhaps all the Board Schools  
in England, only the headmaster and in his  
absence the second master can inflict  
corporal punishment, and such pun-  
ishment consists merely of caning on the hands  
or buttocks, the boxing of ears being strictly  
forbidden. The Right Rev. Bishop BUNN  
recently referred to the Diocesan School as  
one of the best schools in the colony, and it  
is to be hoped that its well deserved reputation  
may not be allowed to suffer through in-  
discretion on the part of individual teachers  
in the matter of corporal punishment.

The Building News of the 23rd October  
we find the following:—"The President of  
the Royal Institute of British Architects  
has been requested by the Secretary of  
State for the Colonies to nominate three or  
four architects of good reputation who will  
undertake to prepare designs, working  
drawings, specifications, and estimates for  
the proposed Government Buildings at King-  
ston, Jamaica. The architect who may  
be selected will have to visit Kingston,  
and attend the committee there with re-  
ference to the general plans and architec-  
tural character of the designs. He will  
subsequently be required to furnish to the  
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ulars of their work and experience, to  
the Acting Secretary R.I.B.A. before to-  
morrow (Saturday), the 24th." The  
Secretary of State seems to have taken  
a very different view of this subject  
as affecting Jamaica, from that which  
he took respecting the erection of new  
Public Offices in Hongkong. He stated  
that he was not prepared to approve  
the proposal to invite competitive designs  
for new Government Offices at Hongkong,  
and that it would be desirable to employ  
the consulting architects to the Crown  
Agents for the Colonies, Messrs. ASTON  
WEBB and INGRESS-BELL. In the case  
of Jamaica we find no reference to  
Messrs. ASTON WEBB and INGRESS-  
BELL, Jamaica, like Hongkong, is a  
Crown Colony, and the question suggests  
why, if Hongkong is to be considered  
bound to the consulting  
architects of the Crown Agents, was the  
same not done in the case of Jamaica?

The Chinese Government has jointly donated  
£500 to the Poorer Institute at Saigon, as a  
token of gratitude.

There will be a cricket match between the  
St. Joseph's Cricket Club and the Crayengowar  
Cricket Club at the Happy Valley this after-  
noon, commencing at 2.15 p.m. sharp.

The Kolo Chivote's learns that in accordance  
with telegraphic instructions from the Foreign  
Legation, Tokyo, Mr. E. de Laye, Consul  
of the French Consul, has assumed temporary  
charge of Russian interests at that port. The  
Consul held a private inquiry into the cir-  
cumstances attending the death of the late Mr.  
de Wondrich.

The late acquired at Shanghai by a Japanese  
company on which it was proposed to erect a  
cotton spinning factory, is shortly to be sold,  
and in view of the land boom at Shanghai it is  
expected that a profit of 50,000 yen will be  
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company's factory at Hyogo and it is hoped  
to start business in April.—Kolo Chivote.

squashing Hongkong professional men? It  
would almost seem so, as the consulting  
architects are not referred to in the case of  
Jamaica. As to whether it is better to  
invite competitive designs as was  
proposed in the case of Hongkong, or  
to make a selection of the architect from  
as many candidates as may offer themselves  
as the course adopted in the Jamaica case,  
opinions may differ, but this colony has  
certainly good reason to complain if it is to  
be allowed no liberty of choice either in the  
one direction or the other but is to be held  
bound to accept whatever Messrs. ASTON  
WEBB and INGRESS-BELL may be pleased  
to give us.

The question of the transit trade regulations  
in Tonkin has recently been much  
agitated in that colony, and not long ago the  
Hanoi Chamber of Commerce made strong  
representations to the Government, recom-  
mending more liberal regulations and a  
lowering of the duty. This duty was fixed  
by a decree of the 29th November, 1892, at  
20 per cent. of the import duty on foreign  
goods. The Government has now requested  
an expression of opinion on the subject from  
the Haiphong Chamber of Commerce, which  
body it would seem holds different views  
from those of the sister Chamber at Hanoi.  
From the published minutes of the meeting of  
the Haiphong Chamber at which the  
question was considered we learn that upon  
the reading of the Government's despatch  
the Chairman made a speech in opposition  
to the proposal and that the Chamber,  
endorsing his views, passed a resolution  
favouring the maintenance of the status quo,  
with the proviso that the question might be  
reconsidered when the means of communication  
with Lackey have been improved. The  
reasons advanced by M. DODDENSEN, the  
Chairman, are peculiar. In the first  
place he threw doubts on the character  
of the demand for a reduction, which he  
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noon, commencing at 2.15 p.m. sharp.

We are requested to state that there will be  
no practice of the Philharmonic Society on  
Monday next, but that they will be held on  
Thursday, 28th December, instead.

The Federated Native States and the colony  
of British Settlements have jointly donated  
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set for Egypt. Their rulers had to give them or to wend it and could do so only by engraving, not remain there. This is the promise which they are now constantly re-making. It is Egypt which will not let go. It is the infatuation of the tailors who hold them fast. Since they want these things have much changed. Everybody has colonies and everybody is enraged at seeing that England holds the road to the colonies. It is Egypt which is the cause of England's holdfast—England's holdfast which no nation can experience without it. And England has more than anybody else for it is a large and more island, she has too many possessions depriving her of her insular security.

"She has been making the Douglas expedition and has executed it brilliantly. Well, I am not certain what the English Government knows exactly what it is aiming at and how far it is willing to go in the pursuit. Ever since Cambyses—since the Pharaohs—since the Great Pachas—all who have wished to have the Suez to seize on the Upper Nile, to stretch out to the desert and beyond it, but all have been foiled by the Sudan. Stanley, and when the *Figaro* publishes a letter this morning and who knows the Sudan, made his expedition with a large army, he knew that the Sultan cannot be defeated with an army, for an army cannot be战胜ed. He was in good condition there, and over his handful of men were decimated and demoralized. England has not the ceaseless idea of creating for herself a Sudan kingdom. She is at Dongola, and that is enough to cover Egypt. I am not certain what will not advance further or, at any rate, will not. But the authorizing him I am convinced is that she now knows that the advantages derived from the conquest of Egypt are not worth the anger, accusations, mistrust, and animosities excited by it, but that the loss far exceeds the profits.

Assuredly no statesman worthy of the name either in France or elsewhere now thinks of anything but the war. What we want is that England, instead of bombing us, Egypt against us will, should remain with our consent, that her stay should be settled by common consent, and that she should receive compensation for the good will, deference, and loyalty shown by her in discussing the question. Mr. Gladstone recently said to me: "I only wish Lord Salisbury would agree to enter into conversations with us, and then we could make an attempt to change the subject." Can England cherish the design of remaining there in spite of everybody? Surely not, for in that case, the Egyptian question would end by absorbing all her forces and handicapping all her enterprises. Look at what has happened with Italy. An alliance with her in Tunis has immediately turned down the feeling here and enabled further expansion to be described. So it will be with England as soon as she has agreed to remain in Egypt in the name of all Europe instead of Britain.

"We are much less the rivals of England than Germany, for Germany is a formidable competitor in commerce and industry. We are a protectionist, but a protectionist chiefly against Article 11 of the Treaty of Trafalgar and against the American industry. When these measures do not appear we can be Liberals. We have been able to agree with Russia, with Switzerland, with Spain, and even to some extent with America. We shall probably presently agree with Italy. As soon as the Egyptian question is disposed of we can have a talk with England. We do not know her well enough in order to put somebody else in the place, but we do not wish her to remain against the will of Europe instead of it.

"But English statesmen just now are a riddle. It almost looks as if they want to show disdain for Continental States. For three months Paris has been virtually vacuous, and since the British Ambassador is no longer there. Every week fresh documents from Sir Edmund Musson's arrival are announced. Paris seems in the eyes of the English Cabinet to be a *quaint negligee*. This always makes two great nations ill at ease, and should he run stop to. Nobody thinks of hindering England, but nobody wants to be humiliated by her. There is now the appearance of it. There is now the appearance of disputation, and this is it. It is England's refusal to admit that Europe is entitled to seek with her, and with strict recognition of her rights and dignity, a solution satisfactory to all, and to herself first of all. This once admitted, the latent irritant between France and England will disappear, and France will have every incentive to maintain friendly relations between England and Russia. You never see the like. In view of this triple-accordary difficulty will be smoothed down in the East as elsewhere, and this without war. Peace, the true firm, simple peace, lies there, and the whole world will feel the benefit of it. To sum up: Let England get to the bottom of the desire of Europe, to let Europe get to the bottom of the desire of Europe with disdain, and by proving its greatness and tranquillity of all who have promoted her own greatness and tranquillity."

These I repeat, are the utterances of a man who correctly expresses the real idea of those now representing and directing French public opinion.—Times correspondent.

#### AMOY RACE MEETING.

The following is the programme of the Amoy Race Meeting to be held on the 6th, 7th, and 8th January:—

FIRST DAY.—WEDNESDAY, 6TH JANUARY. CONSUL'S CUP (presented); value \$100; for all China ponies; weights as per scale; entrance 7 lbs extra. Seven furlongs.

TAIWAN PLATE (presented) with \$100 added; a forced entry for Amoy Subscription Griffins of this season; first pony to receive 70 per cent, 2nd 20 per cent, and 3rd 10 per cent; weights as per scale; entrance 7 lbs extra. Three-quarters of a mile.

RACING STAKES (presented); value \$100 with \$100 added; first pony to receive 75 per cent, 2nd 25 per cent; all China ponies; griffins at date of entry allowed 5 lbs extra; weights as per scale. One mile and a half.

HAKKIAN CUP (presented); value 100 Tls. 100 for all China ponies first made as griffins at Amoy; weights as per scale; entrance \$5. One mile and a quarter.

FOOCHOW CUP (presented); value \$100; for all China ponies; griffins at date of entry allowed 5 lbs extra; weights as per scale; entrance \$5. One mile and a quarter.

CHALLENGE CUP; value \$300; a forced entry for all Amoy and Formosa owned ponies; optional to Subscription Griffins of this season; first entrance fees to the winner, until the Cup is won; when the second pony shall receive twice the entrance fees; to be won two consecutive meetings; a pony of ponies the *bind side* griffins of the owner or owners; weights as per scale; entrance \$5. One mile and a quarter.

COMPETITION CUP (presented); value \$3; 20 per cent \$25 for Amoy subscription Griffins of this season; winner of one race 7 lbs extra of two or more 10 lbs extra; previous non-winner 7 lbs extra; weights as per scale; entrance 7 lbs extra. Three-quarters of a mile.

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CLUN CUP; value \$100; 2nd pony \$25; for all *bind side* griffins at date of entry; subscription griffins allowed 5 lbs; winners 5 lbs extra; weights as per scale; entrance \$5. One mile and a quarter.

THE CHINESE PLATE (presented); value \$5; 1st pony to receive 75 per cent, and 25 per cent; for Amoy Fochow and Formosa owned ponies; griffins at date of entry allowed 5 lbs,

weights of a race of this meeting of 14 miles or over 8 lbs extra; if of two or more races 7 lbs extra; weights as per scale; entrance \$10. One mile and a half.

CHASSEE CUP (presented); value \$140; 2nd pony \$25; for Amoy Subscription Griffins of this season; winner of 7 lbs extra for each race; non-winner 7 lbs extra; weights as per scale; entrance \$5. One mile and a quarter.

THIRD DAY.—FRIDAY, 8TH JANUARY. DRAVARDEN CUP (presented); for all China ponies; griffins at date of entry allowed 5 lbs; Subscription Griffins of this meeting allowed 7 lbs; winners of a race at this meeting 5 lbs; weights as per scale; entrance \$10. One mile and a quarter.

FOREIGN CUP (presented); value \$2; 2nd pony \$25; for all ponies first made as griffins at Amoy or Fochow; winner of this meeting 7 lbs; weights as per scale; entrance \$10. One mile and a quarter.

LEADER CUP (presented); value \$140; 2nd pony \$25; for all China ponies; griffins at this meeting of one race 7 lbs extra; 10 lbs extra; *bind side* griffins of one race allowed 5 lbs extra; weights as per scale; entrance \$5. One mile and a quarter.

LEADER CUP (presented); for all China ponies; griffins at date of entry; non-starters 7 lbs extra; weights as per scale; entrance \$5. Three-quarters of a mile.

LEADER CUP (presented); value \$140; 2nd pony \$25; for all China ponies; griffins at this meeting of one race 5 lbs extra; 10 lbs extra; previous non-starters 7 lbs extra; weights as per scale; entrance \$5. One mile and a quarter.

LEADER CUP (presented); for all China ponies; griffins at date of entry; non-starters 7 lbs extra; weights as per scale; entrance \$5. One mile and a quarter.

LEADER CUP (presented); value \$140; 2nd pony \$25; for all China ponies; griffins at this meeting of one race 5 lbs extra; 10 lbs extra; previous non-starters 7 lbs extra; weights as per scale; entrance \$5. One mile and a quarter.

LEADER CUP (presented); value \$140; 2nd pony \$25; for all China ponies; griffins at this meeting of one race 5 lbs extra; 10 lbs extra; previous non-starters 7 lbs extra; weights as per scale; entrance \$5. One mile and a quarter.

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## NOTICE TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"POLYHEDRUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns or the Undesignated; in both cases it will be liable for Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 22nd inst.

Cargo undelivered after the 20th inst. will be subject to rent. All damaged Goods must be left in the hands of the Undersigned; in both cases it will be examined at 11 A.M. on the 1st December.

"BUTTERFIELD &amp; SWIRE"

Agents.

Hongkong, 21st November, 1886. [2655]

STEAMSHIP "YABRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

C O N S I G N E E S of Cargo from London ex S.S. "Orion" in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Docks Company, Limited, and will be delivered by the Undersigned.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M. To-DAY, the 24th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after TUESDAY, the 1st December, at NOON, will be subject to rent and landing charges.

All Claims must be sent in to me or before TUESDAY, the 1st December, or they will not be recognized.

All Damaged Packages will be examined on TUESDAY, the 1st December, at 11 A.M.

No Fire Insurance has been effected.

G. DE CHAMPAUX,

Agent.

Hongkong, 24th November, 1886. [2656]

THE Steamship

"OCEANA."

Captain Th. Formes, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to make immediate delivery of their goods from the Godowns.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. To-DAY.

Any Cargo impeding his discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Docks Company, Limited, and stored at Consignee's risk.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st December will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 1st December, at 3 P.M.

No Fire Insurance has been effected.

SIEMENS &amp; CO.

Agents.

Hongkong, 24th November, 1886. [2657]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PYERHUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns or the Undesignated; in both cases it will be liable for Consignee's risk.

The Cargo undelivered after the 22nd inst. will be subject to rent. All damaged Goods will be left in the hands of the Undersigned.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. To-DAY.

Any Cargo impeding his discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Docks Company, Limited, and stored at Consignee's risk.

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All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 1st December, at 3 P.M.

No Fire Insurance has been effected.

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 24th November, 1886. [2658]

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"KUTSANG."

Captain Geo. Evans, will be despatched above

TO-DAY, the 28th inst., at NOON.

For Freight or Passage, apply to

JARDINE, MATHEWS &amp; CO., General Managers.

Hongkong, 23rd November, 1886. [2688]

FOR NEW YORK VIA SUEZ CANAL

To follow the S.S. "ASLOUN."

THE Steamship

"CAVERHILL."

Captain L. Wigley, will be despatched for the above port TO-DAY, the 28th inst., at NOON,

instead of as previously advertised.

For Freight or Passage, apply to

SHEWAN, TOMES &amp; CO., Agents.

Hongkong, 23rd November, 1886. [2697]

FOR SHANGHAI.

"PEIYANG."

Captain R. Kubler, will be despatched for the above port TO-DAY, the 28th inst., at 4 P.M.

For Freight or Passage, apply to

SIEMENS &amp; CO.

Hongkong, 26th November, 1886. [2698]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG, AND SOUBRAYA.

THE Company's Steamship

"SHANTUNG."

Captain Brampton, will be despatched as above

TO-DAY, the 24th inst., at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 24th November, 1886. [2688]

FOR SINGAPORE, HAVRE, AND HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient in number offers.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, OXFORD, LIVERPOOL, and BIRMINGHAM.)

THE Steamship

"GERDA."

Captain T. Elbers, will be despatched for the above ports on MONDAY, the 30th inst., at 5 P.M.

Steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to

SIEMENS &amp; CO., Agents.

Hongkong, 23rd November, 1886. [2678]

JAVA-CHINA-JAPAN LINE OF STEAMERS.

Under Management of the

ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS

(Subject to Altimeter)

JAVA, HONG-KONG, YOKOHAMA,

KOBÉ, AMOGY, HONGKONG,

SINGAPORE, JAVA.

From HONGKONG.

E.S. GERMANIA... To JAVA Dec.

S.S. CAESSIUS... To JAPAN Dec.

S.S. FEDERATION To JAPAN Jan.

E.S. CAESSIUS... To JAPAN Jan.

General Agents for China and Japan

LAUTS, WEGENER &amp; CO.

Agents.

Hongkong, 23rd November, 1886. [1544]

## VESSELS ON THE BERTH

"BEN LIN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"BEN VOLKICH"

Captain Charles L. Ben Volkich, as above on

or about the 23rd Inst.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 17th November, 1886. [2626]

NAVIGAZIONE GENERALE ITALIANA

PORTO &amp; ROTAVITATO UNITED COMPANIES

having connection with Company's Mail Steamers

to ADEN, SUZ, PORT SAID,

MESSINA, NAPLES, LEGHORN, and

GENOA, the VENICE and TRIESTE

all MEDITERRANEAN, ADELAIDE,

LEVANTINE, and SOUTH AMER-

ICA.

MARELLI &amp; JONES, LTD.

Agents.

Hongkong, 21st November, 1886. [2625]

STEAMSHIP "YABRA."

Agents.

Hongkong, 21st November, 1886. [2625]

THE Steamship

"BEN LIN."

Agents.

Hongkong, 21st November, 1886. [2625]

STEAMSHIP "YABRA."

Agents.

Hongkong, 21st November, 1886. [2625]

THE Steamship

"BEN LIN."

Agents.

Hongkong, 21st November, 1886. [2625]

STEAMSHIP "YABRA."

Agents.

Hongkong, 21st November, 1886. [2625]

THE Steamship

"BEN LIN."

Agents.

Hongkong, 21st November, 1886. [2625]

STEAMSHIP "YABRA."

Agents.

Hongkong, 21st November, 1886. [2625]

THE Steamship

"BEN LIN."

Agents.

Hongkong, 21st November, 1886. [2625]

STEAMSHIP "YABRA."

Agents.

Hongkong, 21st November, 1886. [2625]

THE Steamship

"BEN LIN."

Agents.

Hongkong, 21st November, 1886. [2625]

STEAMSHIP "YABRA."

Agents.

Hongkong, 21st November, 1886. [2625]

THE Steamship

"BEN LIN."

Agents.

Hongkong, 21st November, 1886. [2625]

STEAMSHIP "YABRA."

Agents.

Hongkong, 21st November, 1886. [2625]

THE Steamship

"BEN LIN."

Agents.

Hongkong, 21st November, 1886. [2625]

STEAMSHIP "YABRA."

Agents.

Hongkong, 21st November, 1886. [2625]

THE Steamship

"BEN LIN."

Agents.

Hongkong, 21st November, 1886. [2625]

STEAMSHIP "YABRA."